

The Hongkong Telegraph.

(ESTABLISHED 1841)
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October 18th, 1911, Temperature 10 a.m. 78, 4 p.m., 75; Humidity...52, 55.

October 18th, 1910, Temperature 10 a.m. 77, 4 p.m. 74; Humidity...57, 77.

No. 8607

第六十八年三統宣

TUESDAY, OCTOBER 17 1911. 二拜禮

號七拾月十英港香

\$36 PER ANNUM.
Single Copy 10 CENTS.

REUTER'S TELEGRAMS.

THE REBELLION.

[Service To The "Telegraph"]

A SERIOUS SITUATION.

Bombay, Oct. 17, 7.40 a.m.

The semi-official press at Peking is trying to make out that Japan is at bottom of the revolution in Wuchang.

TRAFFIC TO STOP.

Reuter's correspondent at Peking states that it is officially announced that passenger traffic on the Peking-Tientsin railway will cease to-morrow.

This stoppage is regarded as absolutely unnecessary and it is anticipated that it may cause a panic.

CHEAP GRAIN.

An Edict has been issued ordering the distribution of rice to the poor, and the opening of the granaries at Peking for the sale of cheap grain.

BRITISHERS TO LEAVE.

Reuter's correspondent at Hankow states that in view of the possibility of severe fighting the British Consul has ordered all Britishers to leave Wuchang, Hangyang and Hankow.

CRUISERS FOR CHINA.

Bombay, Oct. 17, 7.40 a.m.
Italy's three fastest cruisers has been ordered to remain in readiness to proceed to China.

WAR MINISTER LEAVES PEKING.

Durban, Oct. 16, 9.45 a.m.
The "Times" correspondent at Peking states that the War Minister and his staff left for the South this afternoon.

By Tuesday 34 transports and trains will have left Peking for Hankow, conveying 24,000 troops.

MONEY AND RICE SCARCE.

Durban, Oct. 16, 3.50 p.m.
The Chinese Minister of Finance has issued from the Treasury 1,000,000 taels to relieve the money stringency.
The price of rice has risen by 30 per cent.

REUTER'S TELEGRAMS.

THE WAR.

A TOTAL WRECK.

[Service to the "Telegraph"]

Bombay, Oct. 17, 7.40 a.m.

It is announced that an Italian destroyer struck a reef while entering the harbour at Tripoli on Friday.

The destroyer is now a total wreck.

TURKS DESPERATE.

Durban, Oct. 16, 8.30 a.m.

The Turkish troops behind Tripoli appear to be in desperate straits for want of food.

The Italians stopped one hundred camel-loads of provisions which were leaving town yesterday in twos and threes.

The attempts of the Turks to seize barley and cattle have caused the sheikhs of inland tribes to cut off supplies, and they are now attacking small bodies of Turks whenever opportunity offers.

KAISER CONFERS.

Durban, Oct. 16, 8.30 a.m.

Reuter's correspondent at Berlin wires that it is stated that the conference arranged for yesterday between the Italian Ambassador and Herr von Kierlen-Waechter has been postponed, owing to the Emperor having sent for the Ambassador to confer with him at his Hunting Lodge at Hubertus-taak.

GARRISONING COAST TOWNS.

Durban, Oct. 16, 10 p.m.
Reuter's correspondent at Tripoli states that some expeditionary troops are being sent from there to garrison other coast towns, especially Benchazi, Tobruk, and Derna.

TURKISH OFFICERS SURRENDER.

Italian telegrams report that 150 Turkish officers have surrendered in Tripoli.
It is believed that the Turkish troops will shortly surrender despite orders from Constantinople.

REUTER'S TELEGRAMS.

THE WAR.

CHOLERA SPREADING.

[Service to the "Telegraph"]

Bombay, Oct. 16, 2.5 p.m.

Reuter's correspondent at Malta states that the cholera outbreak in Tripoli is slowly spreading, and that six deaths have occurred.

TROOPS SAIL SECRETLY.

Bombay, Oct. 16, 2.5 p.m.

The last batch of 15,000 troops for the Italian expedition to Tripoli has sailed secretly. It is taking a number of automobiles specially equipped to pull heavy weights over the desert sand.

SPAIN'S TROUBLES.

FEROCIOUS MOORS.

[Service to the "Telegraph"]

Bombay, Oct. 17, 7.40 a.m.

Ferocious Moorish attacks have been made on the Spanish positions on the Kert river and have taken the Spaniards by surprise.
The Moors crossed the River in the face of a heavy artillery fire and attacked the Spaniards furiously.

SPANISH LOSSES.

The Spanish losses, especially amongst officers, is undoubtedly severe, but they are officially minimised.

GENERAL ORDONEZ DEAD.

[Service to the "Telegraph"]

Bombay, Oct. 16, 2.5 p.m.

Reuter's correspondent at Madrid states that General Ordóñez is dead.

[It will be remembered that, in yesterday's issue a message appeared to the effect that the Moorish tribesmen had attacked the Spanish position at Ishleu and that General Ordóñez was wounded, receiving two bullets in the chest.]

REUTER'S TELEGRAMS.

HOME POLITICS.

UNIONISTS INDIGNANT.

[Service to the "Telegraph"]

Durban, Oct. 16, 9.45 a.m.

The Unionist papers express the utmost indignation at Mr. Lloyd George's description of the Unionist efforts to improve the Insurance Bill as obstruction.

LIBERAL TACTICS.

They assume that the object of the speech was to make the Bill purely a party measure with a view to justifying the use of the closure enabling the Liberals more speedily to clear the ground for Home Rule and Welsh Disestablishment.

REPUDIATION OF RESPONSIBILITY.

They declare that their friendly attitude towards the Bill is unchanged thereby, though they will repudiate responsibility for the defects and injustices inevitable in such circumstances.

POLITICAL CHANGES.

Durban, Oct. 16, 9.45 a.m.

The "Daily Chronicle," in an article dealing with coming political changes, foreshadows that Mr. Winston Churchill, the Home Secretary, will replace Mr. Birrell, who is retiring owing to ill-health, as Chief Secretary for Ireland, and will assist Mr. Asquith in piloting the Home Rule Bill; that Colonel Seely will replace Lord Haldane, Secretary of State for War, who will receive a high judicial appointment; that Mr. Birrell will be appointed a Lord of Appeal; and that a Ministerial post will be offered to Mr. John A. Robertson.

REUTER'S TELEGRAMS.

RUSSIA'S BUDGET.

LARGE BALANCE.

[Service to the "Telegraph"]

Bombay, Oct. 16, 2.5 p.m.

Reuter's correspondent at St. Petersburg states that the Russian budget of revenue and expenditure shows a balance of 2,925,252,100 roubles.

The ordinary estimates show a surplus of 169,219,336 roubles, which is put as an offset against a similar deficit in the extraordinary estimates.

EARTHQUAKE IN SICILY.

[Service to the "Telegraph"]

Durban, Oct. 16, 8.30 a.m.

Reuter's correspondent at Catania reports that twenty people have been killed, and twenty-four injured, in an earthquake which occurred at Lamacchia, on the eastern slope of Mt. Etna.

NOISES.

A writer in "Books of To-day" has some interesting remarks to make on the subject of noise. Most people have their idiosyncrasies in this matter, and we are reminded that among our more prominent noise-haters, Schopenhauer had a dislike for the cracking of whips; Leech, organ-grinders; Carlyle, railway whistles; Goethe detested the barking of dogs. Byron, however, wrote, "Tis good to hear the watch dog's honest bark." Personally, we think that it is all a question of one's mood. The human mind, we believe, is so constituted that in certain states, it can not only not dislike, but even enjoy noises that are usually regarded by the average man as irritating in the extreme. In all discussions of noise we exclude, of course, the bagpipes. The bagpipes cannot be said to emit a noise. The sound that comes out of the bagpipes is simply a world-divisor, for every student of humanity knows that this earth harbours but two classes: those who love and those who hate the bagpipes. Ordinarily one is, we repeat, a creature of moods in regard to noise. One can allow oneself to be bothered even by the gentle swish of soda from a siphon on one's bad day. Yet, in moments of great exaltation, one can derive a sort of pleasure from the manifestation of a conscientious piano-tuner. And so with the barking dog. As long as a dog does not start in to bay the moon, a thing which we refuse to tolerate for a moment, we continue to vacillate from the side of Goethe to Byron, and back again.

REUTER'S TELEGRAMS.

DUKE OF CONNAUGHT.

A GREAT WELCOME.

[Service to the "Telegraph"]

Durban, Oct. 16, 8.30 a.m.

The Duke and Duchess of Connaught were welcomed to Ottawa amid scenes of unprecedented enthusiasm. The crowds at several points along the route taken by the Royal visitors got beyond the control of the police.

CANTON NEWS.

[The "Telegraph" Correspondent]

Canton, Oct. 13.

A few nights ago a train on the Ningyang railway was nearly derailed by a large stone which had been placed on the line in the vicinity of the Hochuen country market. As it was, the fireman and engine driver were badly hurt while the engine was considerably damaged. The railway company are now offering a handsome reward for the arrest of the persons responsible for the deed.

A serious state of anarchy is reported from Namhung. The members of the secret societies in Namshan and Panshan have joined forces with those in the Yunfa and Chihing districts and the combined forces are estimated at over seven thousand. Farmers and villagers in the district have been molested and compelled to find provisions for them and they are actively engaged in extending their sphere of influence to other places. According to the latest reports they are advancing southward of Kwangsi. As a result of the trouble the Canton opium market has been greatly affected. The merchants are afraid to send their goods to Kwangsi on account of their having to pass through the affected area.

Following the capture of Wuchang by the revolutionaries, alarming rumours are being spread in Canton as to the likelihood of unrest in this locality, and as a result H.E. the Viceroy has asked Admiral Li Chun to return from Bocca Tigris where he is at present staying, and to take active steps for the protection of the City. On the receipt of instructions from Peking H.E. sent orders to Field Marshal Lung Chai-kuang and General Chinn Ming-chek to take every precaution to guard against outbreaks in their respective districts. The boarding house keepers in Canton have been instructed by the police to furnish daily reports as to the number of people they have in their houses and their names in order that necessary steps might be taken to preserve the peace. The police have also orders to go from house to house in order to ascertain the number of queueless inmates therein. Boats are also being subjected to this inquisition.

Canton, Oct. 16.
Runs were made on the afternoon of Oct. 14 on the official Specie Department, the Taching Bank and the Bank of Communications about \$30,000 and the Taching Bank about \$10,000. Yesterday the Anti-Opium Society here held a reception in honour of the Vice-President of the International Quarantine Institution and representative of the Anti-Opium Society in America. Mr. Chan Wei-po occupied the chair. A number of speeches were made in reference to the evils of opium and cigarette smoking.

CHINESE TELEGRAMS.

HUPEH RISING.

THE ESCAPE OF SHUM.

Peking, Oct. 16.

On the night of the outbreak in Wuchang the mutinous soldiers intended to force H.E. Shum Ohun-hsun to become their leader. Shum was compelled to shave off his moustache and mix with the crowd, dressed in common clothing, to escape observation. He made his escape from the city by way of the Minchang gate and reached the river, where he was taken across to Hankow in a small boat.

Shum arrived in Shanghai yesterday and telegraphed to the Central Government declining to accept the Viceroyalty of Szechuan.

YUAN SHIH-KAI.

Yuan Shih-kai has declined to accept the Viceroyalty of Hupeh. Telegraphic communication between Szechuan and Hupeh is again interrupted.

GENERAL YIN CHANG.

General Yin Chang, the Minister for War, left for Hupeh yesterday with General Ng Luk-ching. H.E. Yik Lai-him has been appointed chief adviser to the two generals. "Sheung Po."

REBEL ACTIVITY.

Shanghai, Oct. 16.

A force of 15,000 rebels is putting up strong opposition at Chumatin against the loyal troops from the North.

The rebels are busily engaged in turning out arms and munitions at the Hanyang Arsenal. The wages of the workmen engaged at the Arsenal have been increased by fifty per cent.

Chungking in Szechuan, Kai-fong in Honan, and Paoing in Chihli are reported safe.

LOYAL CRUISERS SHELLED.

The rebel forces at Wuchang have again shelled two loyal cruisers in the river.

[A rumour was current in Chinese circles this afternoon that serious trouble had occurred in Tien-tai, but the news has not been confirmed.]

THE BROKEN TAIL SHAFT.

Damage Slight.

The mishap which befel the China Navigation str. Ningpo, which was towed into port yesterday, is apparently not so serious as it would appear from the early reports. When sixty miles north of Hongkong it was discovered that the tail shaft was broken, though the propeller was not lost. It was calm weather at the time, and the captain, knowing that a boat belonging to the same Company, the str. Chenan, was due to pass, waited for her and was brought into Hongkong as stated. The Ningpo will be sailing again to-morrow.

Weather Forecast.



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THE HONGKONG DISPENSARY & KOWLOON DISPENSARY.
Hongkong, 14th October, 1911.

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Daily issue—\$30 per annum.

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By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

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HONGKONG, TUESDAY, OCTOBER 17, 1911.

SEA SUPREMACY.

If there is truth in the statement, made from Vienna, that "Anglo-German negotiations are proceeding with a view to finding a *modus vivendi* for the reduction of naval armaments" and that "the negotiations are the outcome of the initiative taken by Germany in the spring," we can only say that the Home Government should be watchful. Germany may have taken the initiative, but her purpose may be to secure a breathing-space that shall allow her to gain strength for an always possible struggle for supremacy.

Only six weeks ago the Kaiser at Hamburg delivered a speech in which he claimed for Germany, "a place in the sun." Here are his words verbatim:—"Protection for trade and navigation has in the last decades been provided by the German people in the shape of the German Navy, which is developing powerfully."

If I have understood the enthusiasm of the Hamburgers aright, I think I can assume it is their opinion that our Navy should be further strengthened, so that we may be sure that no one can dispute with us the place in the sun that is our due. These words admit of but one interpretation. Wilhelm II meant that the German Navy is not to be reduced whatever happens. This is peculiarly interesting, because, by the 1908 amendment to the German Navy Law, the provision of four armoured ships in each year's programme was to drop to two armoured ships a year from 1912 to 1917. On the basis of a coming automatic decrease has the British Government based fond hopes of a coming decrease in the Navy Estimates. It is clear now that there is to be no such decrease, that the German Navy Law is (as before) to be "modified" before 1912 comes along, and that modification is again to mean acceleration. That, at any rate, seems to be in the mind of the German Emperor, and he knows what he is talking about.

Setting aside, of course, the Liberal Government and its economic supporters, no one in Britain or the Colonies ever believed that German Naval construction would suffer a decrease or a stoppage. Germany is bent on securing her "place in the sun" and she is not foolish enough to cry a halt with her task but half completed. The only way in which we can hope to stay her course is determinedly to outstrip her. Britain must have done with fantasies of reduction and face the stern realities. Her attitude for years past has served only to encourage rival naval Powers. A strong navy is to Germany, largely a matter of choice; to Britain it is a matter of life and death. The Home Country must do what she should have done years ago; she must engage in a naval programme which shall make it clear to the world that it is hopeless to attempt an assault on Britain's supremacy. Social reforms can wait until Britain's predominance is once and for all secured and peace finally established, as it would be. Social reforms would come more surely if the life and honour and prosperity of the country were no longer being risked. This matter must be faced grimly and inflexibly. There must be no more tinkering with peace projects or fantastic schemes for reducing naval armaments. There is no choice in the matter if Britain's safety is to be secured. Such a programme might bring Britain to the verge of bankruptcy, but she could recover from that. Could she recover from a devastating war, which is the other alternative, with the two-power standard gone as it is at present?

In all this we write with no animus against Germany. Rather do we honour and respect the German people for their splendid self-sacrifice on the altar of national greatness. We want to see something of the spirit that animates Germany breathed into lethargic Britain.

DAY BY DAY.

We live in an age when unnecessary things are our only necessities.

To-day is the last day of the Supreme Court Long Vacation. To-morrow the Court will resume its all-day sitting.

To-morrow is the anniversary of the birth of Confucius and will be kept by many of the Chinese as a public holiday.

The body of an unknown Chinese was found floating in the harbour yesterday and conveyed to the mortuary. It had been in the water several days.

In to-day's issue we publish the first of a series of articles on the impressions of Hongkong formed by a new arrival. An article will appear every Tuesday.

A Chinese charged with breaking into 221 Queen's Road West and stealing a coil of rope value about three dollars was sent to prison for three months with four hours' stocks at the Magistracy this morning.

An engagement is announced between W. C. Moore's Weeden, North Borneo Civil Service, son of William T. Weeden and Mrs. Weeden, of St. Albans, and Lucille Iyer, only daughter of J. Iyer, Mepherston Drummond, Imperial Chinese Maritime Customs, of Shanghai.

In a circular letter to the holders of St. John's Cathedral, the Hon. Secretary of the church body announces the resignation of the Rev. F. T. Johnson, on account of ill health necessitating a prolonged residence in a more temperate climate. The resignation takes effect from March 31 next.

There is a strong rumour that Sir Steyning Edgerly will succeed Sir George Clarke as Governor of Bombay. Sir Steyning Edgerly has been Private Secretary to the Governor of Bombay; Secretary to Government; Member of Council, Bombay; and Member of the Royal Commission on Decentralisation.

Yesterday the transport *Somali* arrived in port with drafts for the Far Eastern garrisons, among whom were the 2nd Battalion, Prince Albert's Somersetshire Light Infantry, Lieut. Col. H. G. Everett, en route for Tientsin. They are relieving the 1st Battalion Royal Inniskilling Fusiliers.

His Excellency Sir Arthur Young, High Commissioner of the F. M. S., left Singapore by the Government yacht *Seamew* on Oct. 7 for the purpose of presenting to His Highness the Sultan of Trengganu the insignia of the honour of Knight Commander of the Most Distinguished Order of St. Michael and St. George which the King conferred upon him on the occasion of the Coronation in June last.

The master of a licensed passenger junk has reported that his vessel has been sunk off Lungkoting. At 8 p.m. on Oct. 14 he was sailing towards Canton when he had to alter his course to avoid an unknown steam launch, and in doing so his craft struck a rock and sank in about five fathoms of water. One of the crew was drowned. The junk which is a total loss was valued at \$1,000 while the cargo which consisted of marine delicacies, coal, and general goods, is said to be worth \$10,000, the greater part of which is insured in the Yangtze Co.

Settled Out of Court.

The case in which the Hung On-king firm of contractors, of No. 38, Wellington Street, sued the Kee Cheung firm, piece goods dealers, of No. 9, Wing On Street, to recover the sum of \$304.71, being balance due for work done and materials supplied, was settled out of Court this morning. Mr. L. A. Harding appeared for the plaintiffs and Mr. W. E. L. Shenton, of Messrs. Deacon, Jucker and Deacon, was for the defendant firm. The question of costs was discussed in Chambers.

During the absence of His Excellency the Governor of the Straits Settlements in Trengganu, the Hon. Mr. R. J. Wilkinson acted as Deputy Governor.

Professor G. Chini, a well-known Italian expert, has been engaged by the King of Siam to superintend the decorations of his new palace. Professor Chini has arrived in Siam.

The "Siam Observer" hears that Mr. W. F. Thornby is shortly coming out to Bangkok, as a legal advisor. He will sit in the Bangkok Appeal Court. Mr. Thornby is a barrister-at-law of ten years' standing.

The master of a bullock boat was charged at the Marine Court this morning, with failing to exhibit a light while riding at anchor between sunset and sunrise in the harbour on Oct. 17. The defendant had to pay \$3.

Four Chinese masters of steam launches were summoned at the Marine Court before Commander C. W. Beckwith, with failing to give the usual three blasts as a signal that they were going astern, on Oct. 12. The first two defendants were fined three dollars and the others five dollars each.

According to the "Manila Times" the cruiser *New Orleans* had been ordered to proceed to San Francisco on October 15. It is rumoured that the armoured cruiser Washington and Tennessee, now with the cruiser division of the Atlantic fleet, will be ordered to the Asiatic station. The cruiser *Rainbow* has been ordered to be prepared for service as a flagship.

John D. Rockefeller's magnificent residence at Pocantico Hills, near Tarrytown, N. Y., is being remodelled. The alterations consist of the addition of ten new chambers for guests. These rooms will cost \$25,000 each. The work will occupy two years. While the addition will not destroy the symmetry of the structure, it will have to stand tenantless while the changes are being made. In the meantime Mr. and Mrs. Rockefeller will live in the Kent homestead on the estate.

Let some one once suggest to us the life-long delight of cultivating literary association in connection with the everyday and commonplace things about us, and that one has done us a signal service. So many things in life have to be suggested to us, as otherwise we do not discover them for ourselves. And if we think of it, it is, after all, such hints and suggestions, and fresh ideas that help materially to make up our debt of gratitude to our books, says E. M. Wells in the "Book Monthly."

A Washington telegram, dated Oct. 12, to the "Cablenews-American" is as follows:—James J. Hill, the aged head of the Great Northern transportation system, discussing the state of the country yesterday for publication, declared that the hard times of which the people are complaining are made altogether by the politicians. Their agitation, he declared, was responsible for the lack of confidence on the part of the commercial interests of the country and that lack of confidence had produced whatever stringency or tendency to panic there might be.

Raub Returns.

Bukit Roman.—Stone crushed 3,032 tons; gold obtained 654 ounces; average per ton 4.27 dwt.

Bukit Malacca.—Stone crushed 1,604 tons; gold obtained 185 ounces; average per ton 2.18 dwt.—"Singapore Free Press," Oct. 10.

Famine in Hunan.

The following telegram has been received by the Central China Famine Relief Committee from Rev. T. J. Preston, Changteh, Hunan, says the "China Press" of Oct. 12:—

"River steadily falling, flooded district still largely inundated; eighty thousand people homeless; some can return in the spring; others' homesteads completely destroyed. Very meagre fall crops in high lands. Thirteen thousand faminesufferers here fed by people of the city. Best form of relief—money; rice obtainable here."

THE LAW COURTS.

Improved Appearance.

Although the Law Courts have been the target of many missiles of criticism—a recent marked improvement in the appearance of the building has passed unobserved by many. Most of the scaffolding has been removed, which affords an opportunity of appreciating the general effect of the building as a whole, and of the beauties which were hitherto screened.

The Chinese or Korean roofs were especially an object of criticism. They were held to be quite out of place in a building of the character and design of the Law Courts and their black colour and un-aesthetic coating of tar were particularly resented. How many of us have observed that the roofs are no longer black? But few were inclined to think, have been

so observant as to notice that the roofs have been given a grey tint, so as to be in keeping with the body of the structure. It remains now to tint the work in accordance with the general scheme. Looking from above the building certainly does not offend the eye.

The dome, of course, is admittedly bad; but it has lost much of its offensiveness now that its surrounding have taken to lighter coloured clothing. But the general design of the building is certainly inspiring and the lower portion leaves little room for criticism.

The granite figure, blind to all save justice, is excellently done, and it is hard to conceive that it was chiseled by Chinese hands. The result is very creditable to them.

There are points about the Law Courts that might have been better. But, all in all, the building is one of which the Colony has no reason to feel ashamed.

CATHEDRAL CHOIR CONCERT.

In 1909 it was discovered that the fine organ at St. John's Cathedral was, after 20 years' use, in such a bad condition that partial rebuilding and a complete overhauling was necessary to make it fit for further use. To do this it was estimated that the sum of \$10,000 would be required, which amount Mr. Denman Fuller undertook to raise. So far he has raised the sum of just over \$7,000 by subscription and concerts. The organ recitals were in aid of the general expenses of the Cathedral, only on special occasions going to swell the Organ Fund. Mr. Denman Fuller is now organizing a concert in conjunction with the Cathedral Choir to raise the sum still wanted to complete the renovation and overhauling of the Cathedral organ. This concert will take place in the City Hall on Friday, Nov. 3, at 9.15 p.m., and it is hoped that his efforts will result in a good attendance. The first part of the programme will consist of items of a non-secular nature. Amongst them will be "There is a green hill" by Burdett for unaccompanied chorus, "I waited for the Lord" (Mendelssohn) for two soloists and chorus, "The White Paternoster" by the coming composer Walford Davies for four solo voices, a duet "Love Divine" (Stainer) and Teresa Del Rio's well known song "There is a land of roses" arranged by Mr. Denman Fuller for a contralto soloist and chorus. Part two will consist of selections from Veronique, of which the principal are "The Swing Song" and "The Garden of Love," in addition there will be a trio from "Idunthe," a chorus "Call John," a duet "Rebecca," who slammed doors for fun and perished miserably, and a new coon song and chorus written for this concert by Mr. Denman Fuller. Miss Barker will play a piano solo, and Mr. Denman Fuller will play Liszt's Second Rhapsody. The tickets are \$3 and \$2 and the plan is to be seen at the Robinson Piano Co.

FIRE BRIGADE INSPECTION.

The Governor's Appreciation.

Following the annual display and inspection of the Fire Brigade on Oct. 13, H.E. the Governor has addressed the subjoined letter to the Hon. Captain Superintendent of the Police, Capt. Lyons:—

"I shall be much obliged if you will convey to the officers and men of the Fire Brigade, who took part in the annual parade yesterday, my appreciation of the smartness and efficiency with which the competitions were carried out. As a former amateur fireman with the London Brigade I take a special interest in the work. Special credit is due to Mr. Macdonald, who gives his time as engineer to the Brigade and to Mr. Lane, to whose instruction the corps owes its efficiency. The fact, as is right in a great port like Hongkong, was especially effective and can be relied upon to maintain the high standard under the care and control of Commander Beckwith."

Next year we shall have a motor tender and new ladders; and the rapidity with which the brigade can be on the spot will be immensely increased.

THE HUPEH REBELLION.

An Imperial Edict.

The following Imperial Edict was promulgated at Peking on Oct. 12:—"We are in receipt of a telegraphic memorial from Jui Cheng as follows: On the night of the 9th revolutionists started a rising and he captured some rebels who were being tried and dealt with. However, the remainder of their followers combined with the engineer and commissariat companies of the troops and at 8 o'clock on the night of the 10th suddenly rose. The engineer company rushed the look-out tower and the armoury and the commissariat company set fire to its own camp and forced an entrance to the Yamen. Jui Cheng directed Chang Piao, Tieh Chung, and Wang Li-kang in detailing soldiers and police to make arrangements against the rebels, and also personally led the police in resisting them."

"The rebels made their attack in several bodies; they were in great numbers and their attacks were exceedingly fierce. Jui Cheng retired on board the man-of-war *Chu Yu* and moved to Hankow. He has telegraphed to order the Honan and Kiangso troops for defence to Hupeh to assist in quelling the rebellion and prays that a high commissioner may be appointed and that he should take a large and strong force to put down the rising."

We are greatly astonished in reading this memorial. The troops and revolutionists in this rising have lunged together and long hatched their designs, but Jui Cheng neither took precautions nor made preparations, with the result that trouble suddenly broke out and the provincial capital fell."

He has certainly abused our favours and neglected his office and his offence is unpardonable. Jui Cheng, Viceroy of Hu Kuang, is hereby cashiered and ordered to endeavour to render service while having his guilt. He will be acting Viceroy of Hu Kuang and we shall see as to his future service. He shall immediately recapture the capital without delay. Should any length of time elapse without his accomplishing any purpose, he will be severely punished."

The General Staff and the Ministry of War are commanded to despatch two divisions of troops to Hupeh to put down the rebels. The Ministry of Navy will at the same time send men-of-war and order Sa's Cheng-ping to advance with them. The Ministry will also command Cheng Yu-ho immediately to take the Yangtze naval forces to the scene."

Yin Chang, Minister of War, is commanded to lead the troops and proceed at once. All the Hupeh troops and the relief troops shall be under his command. Jui Cheng is ordered to act conjointly and speedily to devise effective measures, so that the rising may be quickly crushed and not allowed to spread in area."

The above Edict is sealed by the Prince Regent and signed by Prince Ching, Na Tung and Hau Shih-cheng.

NOTES AND COMMENTS.

There is a craving in England to-day to see "Hamlet" as Shakespeare arranged it. The sticklers on this point were well advised not to visit Japan recently when Hamlet was produced at the national theatre in Yokohama in Japanese. They would never have recovered from the shock. The Danish Prince wore an up-to-date evening suit in all the acts, except in the ghost scene, where he wore cycling attire. One would give much to learn what was the reason for that cycling attire being worn.

Lieut.-Colonel Everett of the 2nd Somersetshire L. I., who are journeying north by the Trans-port Somali, is not new to the Far East. A Singapore paper recalls that it is five and a half years since he left Singapore after three years' duty as Deputy Assistant-Adjutant General in that command. Major Everett, as he was then, rejoined his battalion, then stationed at Cawnpore, subsequently he moved with the regiment to Poona, after which he was again on staff duty for a time in Bombay. Major Everett took leave home for four months to England and then rejoined his regiment at Malta, in command.

Last week we made reference in this column to the unsought promotion by implication of this Colony to the status of a first class Power by the despatch of a telegram addressed to the care of the American Embassy at Hongkong. Apropos of this, or rather of something similar, the "Singapore Free Press" publishes the following:—"A Society" paragraph referring to a certain lady says:—"Last year she spent the winter in northern India, the previous year she, with her daughter and son-in-law, went on a voyage round the world; and this winter she intends to go to China and probably Japan, and in the former country she will visit the British Minister at Hongkong." Our contemporary remarks:—"She will find Hongkong to be British territory and no British Minister there." It might have added that Hongkong is not, politically at all events, a part of China. Those correspondents who persist in addressing communications Hongkong, China, should amend their ways.

The news that Mr. John M. Robertson is likely to be offered a Ministerial post recalls the fact that he is essentially a self-made man. He had only a country school education, and he left school at 13; yet there are few more widely-educated men in Britain to-day. Even those who do not admire his opinions pay tribute to his ripe scholarship. In Edinburgh, even yet, journalists recall the brilliance of the leaders, he wrote from 1878 to 1884, when he was just over twenty years of age. By the way it was Mr. Robertson who, some six or seven years ago, contributed to the "North Mail" some articles on Egypt which the leader-writer hailed as masterly in every way. Now the proprietor of the "North Mail" is Sir Christopher Furness and he was abroad at the time. Months later, he came home, found the articles in volume form, and (in the "North Mail") had a pretty attack on them. Evidently he had no idea that they had ever appeared in his paper. More than that, the leader-writer said not to be the same man as before—supported his chief and also had a go at Mr. Robertson who was proved to be seven kinds of a false prophet. Then the "North Mail" rival took a hand in the game and related the whole story with most proper comments thereon. Altogether, it was a joyous and juicy joke.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.S. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John
"EMPRESS OF INDIA" ... Sat., Nov. 4.	"EMPRESS OF BRITAIN" ... Fri., Dec. 1.
"EMPRESS OF JAPAN" ... Sat., Dec. 2.	"EMPRESS OF BRITAIN" ... Fri., Dec. 20.
"MONTAGUE" ... Sat., Dec. 30.	

S.S. "MONTAGUE" calls at Moji instead of Nagasaki. Steamers will depart from Hongkong at 6 p.m. Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal ports in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) ... £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop-over privileges at the various ports of interest en route. R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (Carried Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways. Via Canadian-Atlantic Port ... £45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI & SWATOW, HANGSANG	Thursday, 19th Oct., Noon.	
SHANGHAI, KOBE & FUKUSANG	Thursday, 19th Oct., Noon.	
MOJI	Friday, 20th Oct., Noon.	
TIENSIN	Friday, 20th Oct., Noon.	
SINGAPORE, PENANG & KUTSANG	Friday, 20th Oct., Noon.	
ALCUTTA	Friday, 20th Oct., Noon.	
SHANGHAI	Saturday, 21st Oct., Noon.	
MANILA	Saturday, 21st Oct., 2 p.m.	
YUENSANG	Saturday, 21st Oct., 2 p.m.	
WEIHWAI, CHEFOO & TINGSANG	Thursday, 26th Oct., Noon.	

RETURN TOURS TO JAPAN, (Occupying 21 days). The steamers "Kutsang," "Naisang" and "Fooksang" leave about every 7 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kuitat, Unhad Datu, Simporna, Tawao, Ussakan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. General Managers. Telephone No. 215. Hongkong, 17th October, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE AND PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"LUERIO"	J. Mathie	11,000	October 25th.
"STRATHLYON"	J. R. Shaw	8,000	November 2nd

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers. These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to American and Canadian Ports. For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED.

KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 8th October, 1911.

NEW LINE OF STEAMERS

SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIO" ... 8,000 tons ... To be despatched end Dec. S.S. "KATANGA" ... 5,600 ... To follow and regularly thereafter.

For rates of Freight or Passage, apply to THE BANK LINE, LIMITED. Managing Agents.

Hongkong, 24th August 1911.

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID...	MISHAMA MARU, Capt. A. E. Moses, T. 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	WEDNESDAY, 25th Oct., at Daylight. WEDNESDAY, 8th Nov., at Daylight. WEDNESDAY, 22nd Nov., at Daylight.

VICTORIA, B.C. & SEATTLE ...	KAMAKURA MARU, Capt. J. Richard, Tons 7,000	SATURDAY, 4th Nov., from KOBE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KORE, YOKOHAMA, CHU, and YOKOHAMA	AWA MARU, Capt. I. Izawa, Tons 7,000 INABA MARU, Capt. S. Tominaga, Tons 7,000	TUESDAY, 7th Nov., at Noon. TUESDAY, 6th Dec., at No n.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BATHURST...	KUMANO MARU, Capt. M. Winkler, T. 6,000 YAWATA MARU, Capt. T. Sekine, Tons 5,000	FRIDAY, 27th Oct., at Noon. FRIDAY, 24th Nov., at Noon.
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SHANGHAI, MOJI & KOBE ...	HAKATA MARU, Capt. H. Nomura, Tons 7,000	WEDNESDAY, 25th October.
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N'SAKI, KOBE & YAWATA MARU, YOKOHAMA ...	YAWATA MARU, Capt. T. Sekine, T. 5,000	WEDNESDAY, 25th Oct., at Noon.
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Equipped with Marconi system of wireless telegraphy.

Carries extra passengers. Cargo only.

NEW LINE OF STEAMERS BETWEEN KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon. The first steamer to sail from Hongkong: "KIRIN MARU" ... Tons 4,000 ... Capt. Deguchi ... Nov. 2nd.

1912 PASSENGER SEASON 1912

Steamer.	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kikawa	Feb. 14th.
KAMO MARU	9,000	P. L. Snijmer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 13th.
MISHIMA MARU	9,000	A. G. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yanawaki	May 8th.
MIYASAKI MARU	9,000	T. Mura	May 22nd.

Steamer.	Tons	Captain	From Hongkong
INABA MARU	7,000	S. Tominaga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 20th.
SANUKI MARU	7,000	T. Izawa	April 9th.
AWA MARU	7,000	T. Izawa	April 23d.
INABA MARU	7,000	S. Tominaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

Pos	STEAMERS	To Sail
SHANGHAI	"CHENAN"	19th Oct., 4 P.M.
MANILA, ZAMBOANGA & "TAIYUAN"		19th " 4 P.M.
AUSTRALIAN PORTS ...		
SHANGHAI	"LINAN"	21st " M'night
WEIHWAI & TIENSIN ...	"KUEICHOW"	22nd " 4 P.M.
MANILA, ILOILO & CEBU ...	"RAIFONG"	24th " 4 P.M.
SHANGHAI	"CHINHUA"	26th " 4 P.M.
SHANGHAI	"ANHUI"	28th " M'night
MANILA, CEBU & ILOILO ...	"TAMING"	31st " 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin screw steamers "Teon" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kallong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chinkuan)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 26. Hongkong, 17th October, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

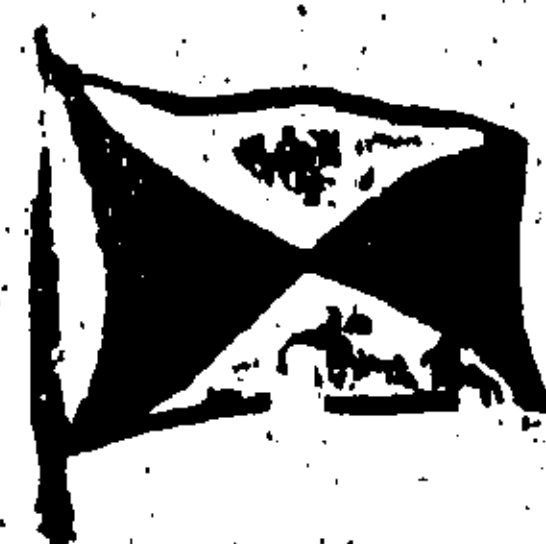
OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Rotterdam, Hamburg & Antwerp:
S.S. "Fredericks" ... 20th Oct.	S.S. "Belgavia" ... 22nd Oct.
" Slavonia" ... 3rd Nov.	For Havre, Bremen & Hamburg:
" Scandia" ... 16th Nov.	S.S. "Sangumbin" ... 28th Oct.
" Sperin" ... 2nd Dec.	For Harve & Hamburg:
" Segovia" ... 14th Dec.	S.S. "Bayona" ... 10th Nov.
" Silecia" ... 27th Dec.	For Rotterdam & Hamburg:
" Ambria" ... 10th Jan.	S.S. "Sachsen" ... 11th Nov.
" Goldenfels" ... 24th Jan.	

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 13th October, 1911.



HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO ...	4000	M. O. Smith.	MANILA, CEBU & ILOILO	FRIDAY, 20th Oct., 4 P.M.
RUBI ...	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 30th Oct., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO

GENERAL MANAGERS.

Hongkong, 14th October, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.

Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	20th Oct.	Saturday, Nov. 11.
EASTERN	17th Nov.	" " " " " " " " " " " "
ALDENHAM	1st Dec.	" " " " " " " " " " " "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

Hongkong, 17th October, 1911.

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.



SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG.

(Subject to alteration)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru" ...	21,000	H. S. Smith	Nov. 3rd, Noon.
S.S. "Chiyo Maru" ...	21,000	W. W. Green	Nov. 1st, Noon.
S.S. "Nippon Maru" ...	21,000	A. G. Stevens	Nov. 22nd, Noon.
S.S. "Tenyo Maru" ...	21,000	E. Bent	Dec. 22nd, Noon.

These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post offices. The Triple Screw steamer Shinyo Maru, will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 3rd November, at Noon.

SOUTH AMERICAN LINE.

(In conjunction with the National Railway of Mexico at Manzanillo.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration)

Steamer	Tons	Date of Sailing
Hongkong Maru ...	11,000	Wednesday, Dec. 13, Noon.
Kiyo Maru ...	17,500	Tuesday, Feb. 13, Noon.

The Steamers HONGKONG MARU and KIYO MARU will be despatched under the Mexican, Peruvian and Chilean Ports via JAPAN PORTS and HONOLULU, on WEDNESDAY, 13th Dec., at Noon.

For Further Particulars as to Freight and Passage, apply to

K. MATSUDA, Agent.

KING'S BUILDING, Opposite Blake Pier.

COMMERCIAL.

Yarn Report.

Hongkong Oct. 13. Since our last report on the 30th ult. by the str. Assaye, a moderate inquiry had continued throughout the interval.

The recent big drop in American cotton, has produced an unfavourable effect on our yarn market, and the eagerness of the buyers to put through their requirements at advancing rates, which was a marked feature of the last interval, has much slackened, hence a fair business was done in about 4,000 bales, both spot and to arrive, at previous rates, while a few known chops were closed at an advance of \$1.

Holders are now free sellers, as they seem to anticipate a further drop in cotton.

Recently clearances are very good, hence the stocks are very much reduced, which has tended to keep up our market, and the present circumstances show a steady tendency for near future.

No. 6.—A very limited business was done at a slight improvement.

No. 8.—Nothing has passed during the interval.

No. 10.—A good lot was put through at previous rates.

No. 12.—There was special inquiry in this count for some favoured chops and sales were effected at an advance of \$1.

No. 16.—A few lots changed hands at ruling rates.

No. 20.—Demand in this count was insignificant.

Total sales 4,000 bales.

Unsold stocks 15,000 bales.

Sold but undelivered in the golden and to arrive 18,000 bales.

Arrivals.—The mail str. Devanah and the extra str. Ischia and Tessa Maru from Bombay, and the str. Lrisang from Calcutta have brought in 5,103 bales for Hongkong, and 9,440 bales for Shanghai. Shipments from Hongkong to Shanghai and coast ports, etc., amount to about 3,500 bales. Local Mill has not done any business.

Shanghai.—Reports a firm market with moderately good business at an advance of 1s. 1 to 2.

Japanese Yarn had not been inquired during this interval.

Raw Cotton.—Bengal as well as Chinese are out of stock; nominal quotations Bengal \$37 to 41 and Chinese \$41 to 45 per picul.

Polishwalla and Kotwall, Cotton and Yarn Brokers.

Shanghai Citizen Soldiers.

The other day, says the "N.O. Daily News" of October 11, it was reported that the various companies of the Citizen Soldiers which have grown up around Shanghai were marching en masse upon a highly ambitious scale. It was their intention to march next Sunday from the Lungqua Pagoda to Sangkiang, a distance of about twenty-five miles, but now it has been decided to proceed to the latter place by rail and there hold some sort of field-day. Regret must be expressed that they are not to carry out their original intention, for no better test of the stamina of the men could have been found than such a march. In proof of this it need only be mentioned that during a forced march of about four miles the other night several of the members of the Shanghai Volunteer Corps fell out. The Citizen Soldiers are said to number about 4,000 in this district, and it would have been of considerable interest to see their march to Sangkiang.

LOG BOOK.

Shipping in Germany.

Whatever may be said about the acceleration of Germany's old naval building programme, it is beyond dispute that during the last few years the efficiency of her shipbuilding yards has increased by leaps and bounds, remarks the "Globe's" naval correspondent. An interesting comparison of the time taken to build groups of battleships, over a series of years, has recently been published in one of the German newspapers, which can be accepted as representing the facts of the case, and which plainly show the rapid advance that has been, and is still being, made in the shipyards of the Fatherland. About five years ago German shipbuilders in the largest and best-equipped yards announced their ability to build a modern first-class battleship in from two to two and a half years. This promise was not fulfilled in the case of the Heligoland group, recently completed, but it was so closely approached that some of the ships of this class were completed in about 31.1-2 months; while not one of them but was ready for service in 33.1-2 months. Considering that not so many years ago Germany took eight years in some cases, to build a battleship, the rate of advance in naval construction since that period is easily measurable. The battleship Wittelsbach, of 11,900 tons, which was laid down as late as the end of September, 1899, took over three years to build, and some of her class nearly three and a half years; although it may be said they ranged in tonnage to 12,300 tons. The Nassau class of battleship, laid down much later, were not completed in less than three years; the Brandenburg, laid down in 1891, took over four years to build, although less than half the tonnage of our latest battleships.

Surveying the World.

The non-magnetic yacht Carnegie arrived in Colombo harbour on Sept. 10 from Mauritius. She was to remain until Thursday (14th), when she was to sail for Batavia. This remarkable craft's world's mission is but half completed, and for two years more it will plough the waves of Eastern and Western seas, while the scientists on board make their observations, which mean so much to the mariner and others who go down to the sea in ships.

The latest cruise of the Carnegie has been one of the most important since the survey of the magnetic forces of the oceans was commenced. Serious error in both British and German charts have been discovered on an important trade route, and a report of this to be at once despatched from Colombo to the Carnegie Institute at Washington. The trip to Mauritius has also been remarkable for the splendid sailing of the vessel. Colombo was left towards the end of June and an average day's run of 100 miles was maintained until Mauritius was reached. On the return journey the average daily mileage worked out at 100, and on one particular day 230 miles were covered. These figures speak well for the sailing powers of the boat, and they are the more remarkable when it is remembered that an average day's run for a sailing vessel is something like 120 miles.

Dr. L. A. Bauer, the director of the magnetic observations, made the trip to Mauritius, but he left the boat and journeyed up to Bombay. He will rejoin the yacht at Batavia, from where the expedition will journey to the Philippine Islands. The cruise is expected to terminate in June, 1913.

Entertainments

AERTEX

CELLULAR.

REGAL

SHOES

J. T. SHAW,

TAILOR

and
OUTFITTER.21, Hongkong Hotel Buildings,
Queen's Road. [1268]PEAK TRAMWAYS CO.
LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. Every 15 min.	
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 10 min.	
11.30 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.10 p.m. " 10 min.	

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to
11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.	
10.30 a.m. to 11.00 a.m. " 10 min.	
11.45 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 6.00 p.m. " 10 min.	
6.00 p.m. to 7.00 p.m. " 15 min.	
7.00 p.m. to 8.10 p.m. " 10 min.	

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's
Office, Alexandra Buildings,
Des Voeux Road.JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 16th June, 1911.

SUN GLASSES.

Any that made to any prescription.
No charge for testing sight.
Repairs of all description made by
competent workmen.

N. LAZARUS,

Ophthalmic Optician,
1A, D'Aguiar Street,
Hongkong.
Hongkong, 24th July, 1911. [929]THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property
&c.Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILL, ATTORNEY, &c.,Undertaken and Executed.
SHEWAN, TOMES & CO.
General Managers.
HONGKONG, 19th March, 1908. [114]SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS
FORGEWELDS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.Modern Appliances for quick construction and repair of Ships—
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.GRAVING DOCK
787ft. by 88ft. by 3ft. 6 in.
Pumps empty Dock in
2-4 hours.THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
in cement, providing conditions for
painting ships with most efficient result100-TON ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHOPS RANGING UP TO 100 TONS.Estimates given for Docking, Repair to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE
HONGKONG, 1911.BUTTERFIELD & SWIRE
HONGKONG, 1911.BUTTERFIELD & SWIRE
HONGKONG, 1911.

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.WILL dispatch VESSELS to the Undermentioned PORTS on or about
the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CAYLON Capt. A. E. A. Baker, R.N.N.	About 20th Oct.	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon. 28th Oct.	See Special Advertisement.
LONDON & ANT- WERP, S. POND, PANAMA, OMBE, PORT SAID AND MARSEILLES	SUMATRA Capt. W. R. Lo Maro, R.N.N.	About 1st Nov.	Freight and Passage.

For Further Particulars, apply to
P. & O. S. N. Co.'s office,
Hongkong, 16th October, 1911. [4]

NORDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL ON

NAPLES, GENOA, ALGIERES, GIBRAL- TAR, SOUTHAMP- TON, ANTWERP and BREMER	DEUTSCHLAND Capt. F. Prosch	17,000 18th October, at Noon
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SHANGHAI, TSING- TAU, KOBE and YOKOHAMA	"Yonek" Capt. J. Randermann	17,000 About WEDNESDAY, the 18th October.
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KUAT & SANDAKAN	"Bonito" Capt. F. Simbill	5,050 Middle of October.
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MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYD- NEY & MELBOURNE	"PRINZ WALDEMAR" Capt. H. Bremer	6,100 SATURDAY, 4th November, at 10 A.M.
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All the steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.

For further Particulars, apply to

NORDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 11th October, 1911. [7]

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE
COLONY.

10, QUEEN'S ROAD CENTRAL. [109]

THE LEEDS FORG
CO., LTD. LEEDS.Specialists in the Manufacture of RAILWAY ROLLING STOCK
of every description.Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and BOGIES and ALL
STEEL RAILWAY WAGONS.The Undersigned have been appointed Sole Agents in
Hongkong and China.THE AIKOO DOCKYARD & ENGINEERING CO.,
OF HONGKONG, LTD.
Agents,
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [1403]

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS
FORGEWELDS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.Modern Appliances for quick construction and repair of Ships—
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools,
installed throughout the Works.50-ton Hydraulic TESTING MACHINES
for Chains, Wire Ropes, Rivets
and Metal Specimens.TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.

TAIKOO DOCKYARD, HONGKONG

BUTTERFIELD & SWIRE

HONGKONG, 1911.

BUTTERFIELD & SWIRE

HONGKONG, 1911.

Shipping Steamers.

DOUGLAS STEAMSHIP CO., LD.
Hongkong-South China Coast Ports.Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light, Excellent
Cuisine.FOR SWATOW, AMOY AND FOOSHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIP.	CAPTAIN	LEAVING.
Haiyang...	Capt. J. W. Evans	TUESDAY, 17th Oct., at 1 p.m.
Haitan...	Capt. J. S. Roach	FRIDAY, 20th Oct., at 12 Noon.
Hatching...	W. C. Passmore	TUESDAY, 24th Oct., at 12 Noon.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.JAVA-CHINA-JAPAN LIJN.
Regular fortnightly service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjimahi	JAPAN	2nd half Oct.	JAVA	2nd half Oct.
Tjibodas	SHANGHAI	2nd half Oct.	JAVA	1st half Nov.
Tjikini	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tjilatjap	JAVA	1st half Nov.	SHANGHAI	1st half Nov.
Tjiluwong	SHANGHAI	1st half Nov.	JAVA	1st half Nov.
Tjipanas	JAVA	1st half Nov.	JAPAN	2nd half Nov.
Tjitaranok	JAVA	2nd half Nov.	JAPAN	2nd half Nov.
Tjitaranok	JAVA	2nd half Nov.	JAPAN	2nd half Nov.

The steamers are all fitted throughout with Electric Light, and have
accommodation for a limited number of saloon passengers, and will take cargo
to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Yokohama Building, [974]

Consignees

"SHIRE" LINE OF
STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE & STRAITS.

THE Steamship

"FLINTSHIRE"
having arrived from the above ports, Consignees of cargo by her are hereby
informed that all goods are being landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or
extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown
Company, Limited, whence, and/or
from the wharves, delivery may be obtained.Goods not cleared by the 14th inst., at 6 a.m., will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on FRIDAY, 13th inst., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th Oct., 1911. [1430]

NORDEUTSCHER LLOYD,
BREMER.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd of October, at 3.30 a.m.

All claims must reach us before the 27th of October, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 16th Oct., 1911. [7]TSANG KWONG
COMPANY.ELECTRICAL AND GAS
CONTRACTORS.230, Des Voeux Road Central.
Telephone No. 899.
Hongkong, 2nd Jan., 1911. [78]GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.SHEWAN, TOMES & CO.
General Managers.
Hongkong, 14th Aug., 1910. [134]

To Sail

THE AMERICAN & ORIENTAL
LINE.FOR BOSTON & NEW YORK
(With liberty to call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"
Captain Sheppard, will be despatched for the above ports on THURSDAY, the 19th October.For Freight and Passage, apply to
ARNOLD, KARBURG & Co.,
General Agents,
Hongkong, 13th Oct., 1911. [1400]Regular Steamship Service
to New York,
via PORTS and SUEZ CANAL
(With liberty to call at Malabar Coast.)FOR BOSTON & NEW YORK:
S.S. "SAINT" Sailing on or about
PATRICK, 23rd Oct.For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents,
Hongkong, 10th Oct., 1911. [1391]The Peninsular & Oriental
Steam Navigation
Company.STEAM FOR STRAITS, CEY-
LON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH AND LONDON.Tender Bills of Lading issued
for BATAVIA, PERMAN GULF,
CONTINENTAL, AMERICAN AND
SOUTH AFRICA PORTS.

THE Steamship

Captain W. R. Hickey, carrying
His Majesty's Mails, will be despatched from this for Bombay, Mandalay and London Direct, on SATURDAY, the 28th October, 1911, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Macedonia," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed by the s.s. "Mores" due in London on the 9th December, 1911.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 16th Oct., 1911. [144]SHIRE LINE OF STEAMERS,
LIMITED.

FOR LONDON & ANTWERP.

THE Steamship

"FLINTSHIRE,"
Captain G. C. Oundy, will be despatched for the above mentioned ports about 11th November.For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 14th Oct., 1911. [1448]CHINESE ENGINEERING
and
MINING COMPANY, LTD.CANTON-HONGKONG-TIENT-
SIN LINE.Taking Cargo for Tientsin and
Chilwan.

THE Steamship

For Freight and Passage apply to
THE CHINESE ENGINEERING
& MINING CO., LTD.
Queens' Buildings,
DODWELL & CO., LTD.,
Agents,
Hongkong, 11th Oct., 1911. [1389]

